

INSTRUCTION SHEET: P/N 57L-350

IMPORTANT: THIS IS A HIGH PERFORMANCE PART AND IMPROPER INSTALLATION COULD RESULT IN INJURY OR DEATH! NEVER WORK UNDER AN AUTOMOBILE THAT IS NOT PROPERLY SUPPORTED AND BLOCKED FROM ROLLING. ALWAYS INSTALL NEUTRAL SAFETY SWITCH. FAILURE TO DO SO CAN RESULT IN INJURY OR DEATH!

NO CREDIT OR REFUND WILL BE ISSUED FOR PARTS DAMAGED DUE TO IMPROPER INSTALLATION OR MISAPPLICATION. REMEMBER THAT YOUR ADAPTER PLATE IS ALUMINUM AND NOT CAST IRON. DO NOT OVERTORQUE THE FASTENERS. IF AT ANYTIME YOU HAVE ANY QUESTIONS ABOUT THIS INSTALLATION, CONTACT WILCAP IMMEDIATELY. THE INSTALLATION AND USE OF THIS PRODUCT IS DONE AT YOUR OWN RISK.

YOUR WILCAP ADAPTER IS DESIGNED TO USE THE MOPAR SMALL BLOCK GEAR REDUCTION "MINI" STARTER OR ANY EQUIVALENT MOPAR STARTER. THESE STARTERS ARE AVAILABLE FROM WILCAP OR YOUR LOCAL PARTS HOUSE SHOULD BE ABLE TO SUPPLY ONE USING THE FOLLOWING PART NUMBERS;

WAI P/N 17466

CHRYSLER P/N 53005984

NIPPONDENSO P/N 128000-781 OR 128000-7810

MOPAR PERFORMANCE P/N/ P5249644

POWERMASTER P/N 9300, 9512, OR 9613

TILTON P/N 54-10000

AUTOLITE PRO P/N 17466

BECK ARNLEY P/N 187-0436

TYPICAL APPLICATION OF THE STARTER WOULD BE A 1992 DODGE DAKOTA WITH THE 5.2L ENGINE.

DRIVER SIDE STARTER MOUNT WILL REQUIRE THE BLOCK TO BE GROUND SLIGHTLY FOR THE STARTER TO CLEAR.

UNPACK AND CHECK FOR SHIPPING DAMAGE PRIOR TO BEGINNING THE INSTALLATION. PACKAGE SHOULD INCLUDE;

1 ALUMINUM ADAPTER PLATE

1 FLEX PLATE

1 ALUMINUM HUB SPACER

FASTENERS; 2- 3/8-16 X 1" UNC SOCKET HEAD CAP SCREWS

5- 3/8 " UNC STUDS & NUTS

2 – OFFSET BOLTS

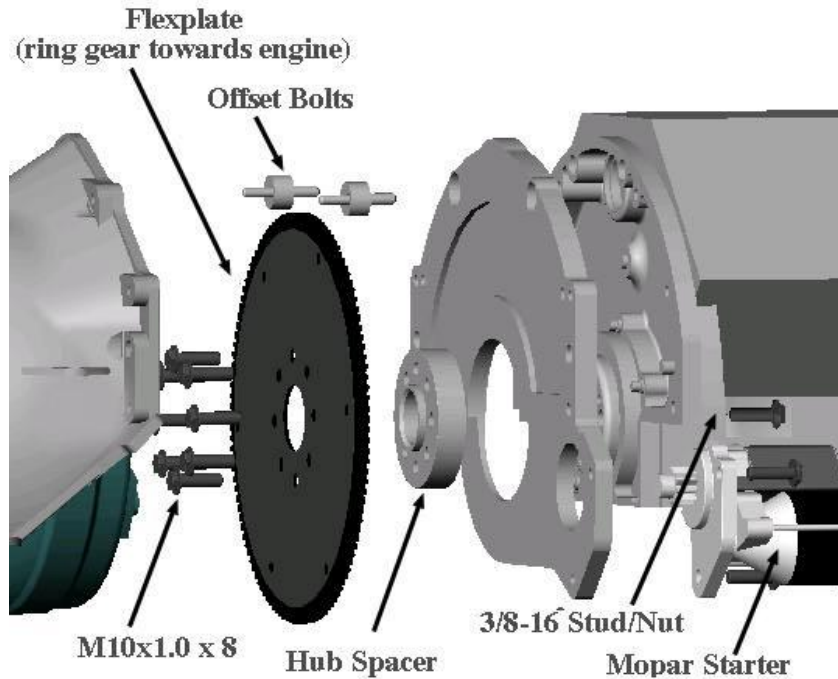
1 – 3/8 X 1 1/4" UNC HEX HEAD BOLT, LOCK, & FLAT WASHER

2 - 7/16 14 X 1 1/4" HEX HEAD BOLT & WASHER

8- 10 x 1.0 X 40 mm. CRANKSHAFT BOLTS

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TORQUE VALUES

ADAPTER PLATE TO ENGINE	3/8-16 BOLTS 35-40 FTLBS
CRANK SHAFT BOLTS	60-75 FTLBS
BELLOUSING NUTS	30-40 FTLBS

CLEAN THE CRANKSHAFT FLANGE AND HUB USING SOLVENT AND A RAG AND INSPECT FOR BURRS, DINGS, NICKS, ETC. THIS IS CRITICAL! THE ALIGNMENT OF THE ENTIRE ROTATING ASSEMBLY RELIES ON THE FACE OF THE CRANKSHAFT AND THE HUB SPACER MATING EXACTLY. REMOVE ANY BURRS WITH A FINE PITCH FILE.

CLEAN AND INSPECT THE BLOCK MOUNTING SURFACE AND THE TRANSMISSION MOUNTING SURFACE AND REMOVE ANY BURRS. CHASE AND CLEAN ALL OF THE BLOCK TO BELL HOUSING BOLT HOLES AND REPAIR ANY DAMAGED THREADS. CHECK YOUR DOWEL PINS TO SEE THAT THEY ARE IN GOOD CONDITION AND NOT "MUSHROOMED". REPLACE IF NEEDED.

MAKE CERTAIN THAT THE LOCATING PINS ON THE BLOCK PROTRUDE NO MORE THAN 3/8". YOU MAY NEED TO BE SHORTENED BY GRINDING OR BY DRIVING THEM FARTHER INTO THE ENGINE BLOCK.

FIT UP THE ADAPTER PLATE TO THE ENGINE BLOCK AND CHECK FOR FIT. THE PLATE SHOULD FIT FLAT TO THE ENGINE BLOCK WITH NO ROCKING

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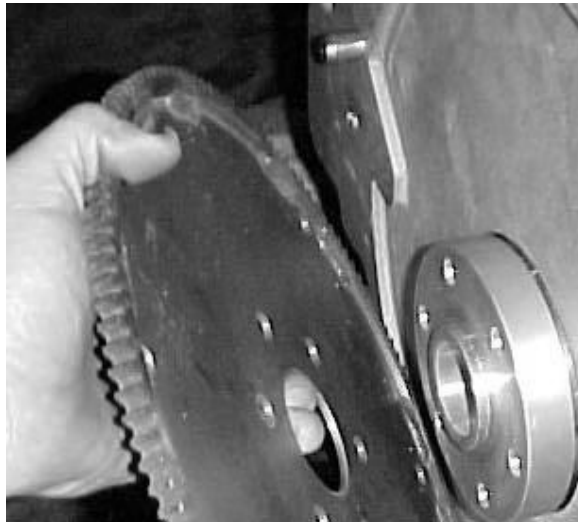
OR GAP. IF FORCE NEEDS TO BE APPLIED, MAKE CERTAIN THAT THE ENGINE BLOCK LOCATING PINS ARE NOT KEEPING THE ADAPTER PLATE FROM SITTING FLUSH TO THE BLOCK. IF THEY STICK OUT MORE THAN 3/8", THE ADAPTER WILL NOT SIT FLUSH ON THE BLOCK.

USING THE SUPPLIED 3/8-16 SOCKET HEAD CAP SCREWS, BOLT THE ADAPTER PLATE TO THE BLOCK. DO NOT USE THE CAP SCREWS TO FORCE THE PLATE ONTO THE BLOCK. IT SHOULD FLUSH TO THE BLOCK BEFORE YOU BEGIN BOLTING.

INSTALL THE SOCKET HEAD CAP SCREW WITH THREAD LOCKING COMPOUND AND TORQUE THE BOLTS, CHECK TO MAKE CERTAIN THAT NONE OF THE BOLTS PROTRUDE FROM THE SURFACE OF THE ADAPTER PLATE. IF NEEDED, TRIM THE BOLT HEADS OR SHANKS SO THAT THEY ARE FLUSH OR BELOW THE SURFACE OF THE ADAPTER PLATE. THE STUD IS TO BE USED ON THE PASSENGER SIDE OF THE ENGINE. ONE STUD IS PLACED ON THE ENGINE SIDE OF THE ADAPTER PER THE PHOTO

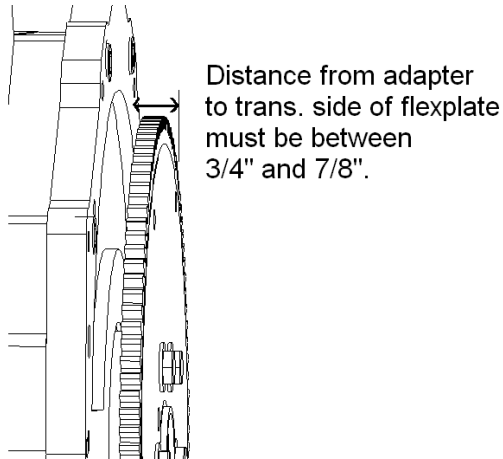
FOR DRIVER SIDE STARTER; FIT UP THE STARTER MOTOR AND NOTE WHERE THE BLOCK HITS THE BLOCK. GRIND THE TWO BOSSES JUST ENOUGH TO ALLOW THE STARTER TO BOLT UP FLUSH TO THE ADAPTER PLATE.

CAREFULLY ALIGN THE HUB SPACER/FLEX PLATE AND THE CRANKSHAFT BOLT HOLES WHILE PLACING THE HUB SPACER ONTO THE CRANKSHAFT. THE RING GEAR IS OFFSET TOWARDS THE ENGINE. . INSTALL THE CRANKSHAFT BOLTS AND TORQUE TO THE PROPER VALUE.



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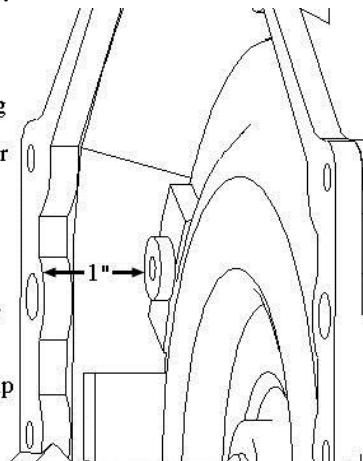
CHECK THE DISTANCE BETWEEN THE TRANSMISSION SIDE OF THE FLEXPLATE AND THE ADAPTER. THIS SHOULD BE BETWEEN .750" AND .875". **DO NOT PROCEED WITH THE INSTALLATION IF THIS IS NOT CORRECT.** ASSEMBLING THE MOTOR TO THE TRANSMISSION WITH THIS DIMENSION NOT IN TOLERANCE COULD RESULT IN TRANSMISSION OR STARTER DAMAGE. CONTACT WILCAP IF YOU FIND THIS DIMENSION TO BE GREATER THAN 7/8" OR LESS THAN 3/4".

FIT UP THE STARTER MOTOR AND CHECK FOR PROPER RING GEAR TO PINION GEAR ENGAGEMENT. THE PINION GEAR OF THE STARTER SHOULD TRAVEL 1/2 TO 2/3 ACROSS THE FACE OF THE RING GEAR WHEN THE SOLENOID IS ACTUATED. PROPER ALIGNMENT OF THE STARTER TO RING GEAR IS OBTAINED WHEN THE REGISTER ON THE FRONT OF THE STARTER IS MATED TO THE OUTSIDE EDGE OF THE STARTER HOLE. TORQUE STARTER BOLTS TO PROPER VALUE.

WARNING!

Converter flex plate mounting bosses should be 1.0" from the flange when the converter is in fully engaged into the front pump drive.

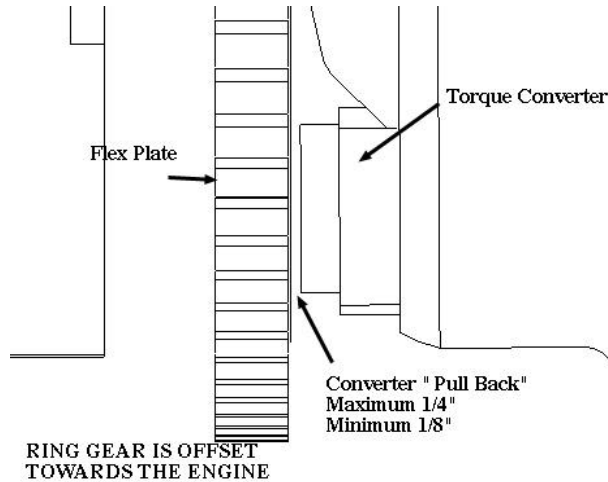
Make certain this correct before installing the transmission. If the converter is not fully seated into the pump before installing the transmission, the front pump will be damaged!



CHECK THAT THE CONVERTER IS SEATED INTO THE FRONT PUMP PRIOR TO INSTALLING THE TRANSMISSION. CHECK THE "PULLBACK" DISTANCE OF THE CONVERTER PRIOR TO INSTALLING THE CONVERTER TO FLEX PLATE BOLTS.

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YOUR WILCAP ADAPTER IS DESIGNED TO USE THE STOCK GM DUST COVER. DEPENDING ON THE ORIGINAL APPLICATION, THE DUST COVER MAY NEED TO BE MODIFIED SLIGHTLY. MAKE CERTAIN THAT THE COVER DOES NOT HIT THE RING GEAR, FLEXPLATE, OR CONVERTER. UNIVERSAL DUST COVERS ARE AVAILABLE FROM WILCAP.

DO NOT HESITATE TO CONTACT US WITH ANY PROBLEMS, IDEAS OR SUGGESTION TO MAKE THIS PRODUCT BETTER. THANKS AGAIN FOR YOUR BUSINESS.

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